Additional Coaches with Karnataka Express

2882. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering to increase the number of general and sleeper coaches with Karnataka Express and other trains between Western Maharashtra and Delhi; and

(b) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) The load of 2627/2628 New Delhi-Bangalore Karnataka Express has been augmented by one additional sleeper class coach w.e.f. 1.4.2002. Augmentation of trains is a continuous process based on traffic justification, operational feasibility and availability of resources.

Expenditure by Maharashtra on GRP

2883. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Maharashtra Government has requested the Ministry of Railways to reimburse arrears of expenditure incurred on Railway Police by the Maharashtra Government since 1995;

(b) if so, Government's response thereto and steps taken or proposed to be taken for payment of those arrears; and

(c) the total amount released by Government so far and the reasons for the delay in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Yes, Sir. The arrears claims have arisen mainly due to Government of Maharashtra operating posts in excess of agreed sanctioned strength, which had to be regularised *ex-post facto* by Ministry of Railways. Government of Maharashtra has preferred bills in February 2002 only, which are under verification. After verification and after the mandatory audit

certifications are received, payments will be arranged. The matter is under discussion between the State Government and Railways concerned.

(c) Bills will be paid upon receipt of requisite audit certificates. Incidentally, an amount of Rs. 41.08 crore has been paid to State Government during the period 1995-96 to 2001-02 in respect of sanctioned posts of Government Railway Police.

German Technology for LHB bogies

2884. SHRI RAMACHANDRA KHUNTIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Kal Alstom Company of Germany has refused to transfer the whole technology to India for manufacture of LHB bogies;

(b) if so, the reasons therefor;

(c) the results of operational tests of these bogies with LHB technology which were coupled in Shatabdi Express; and

(d) for which type of works the plant, which was established at Kapurthala by spending crores of rupees for manufacturing LHB, would now be utilized?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir.

(b) Does not arise.

(c) The Coaches of LHB technology were subjected to detailed oscillation tests followed by confirmatory oscillograph runs prior to being put in service on Lucknow Shatabdi Express. The coaches have exhibited ride performance well within laid down norms specified in the contract.

(d) Production of LHB coaches has already commenced in Kapurthala plant. All mechinery and plant procured or under procurement for manufacture of such coaches will be fully utilized.